

**DATES:** Comments must be submitted on or before April 2, 1999.

**FOR FURTHER INFORMATION CONTACT:** Judith Street, ABC-100; Federal Aviation Administration; 800 Independence Avenue, SW.; Washington, DC 20591; Telephone number (202) 267-9895.

**SUPPLEMENTARY INFORMATION:**

**Federal Aviation Administration (FAA)**

*Title:* 14 CFR Part 150—Airport Noise Compatibility Planning.

*OMB Control Number:* 2120-0517.

*Type of Request:* Extension of currently approved collection.

*Affected Public:* Airport operators voluntarily submitting noise exposure maps and noise compatibility programs to the FAA for review and approval.

*Abstract:* FAA approval makes airport operators' noise compatibility programs eligible for a 10 percent set-aside of discretionary grant funds under the FAA Airport Improvement Program. The respondents are an estimated 17 state and local governments (airport operators).

*Annual Estimated Burden Hours:* 54,900.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention FAA Desk Officer.

*Comments are Invited on:* whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology. A comment to OMB is most effective if OMB receives it within 30 days of publication.

Issued in Washington, DC on February 26, 1999.

**Vanester M. Williams,**

*Clearance Officer, United States, Department of Transportation.*

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**DEPARTMENT OF TRANSPORTATION**

**Office of the Secretary**

**Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review**

**AGENCY:** Office of the Secretary, DOT.

**ACTION:** Notice.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. Chapter 3501, *et seq.*) the Department of Transportation has submitted the following Information Collection Request (ICR) abstracted below to the Office of Management and Budget (OMB) for review and clearance. The ICR describes the nature of the information collection and its expected burden. In the Notice of Proposed Rulemaking that was published on January 19, 1995 [FR 60, page 3778-3783], the Department stated that the proposed rule did not contain information collection requirements that required approval by OMB under the then current Paperwork Reduction Act. However, the requirements under the Paperwork Reduction Act of 1995 consider third party notifications as data collections and thus subject to the regulations. A final rule is expected to be published soon and submitted to the Office of Management and Budget for review.

**FOR FURTHER INFORMATION CONTACT:** Jack Schmidt, Office for Aviation and International Economics (X-10), Office of the Assistant Secretary for Aviation and International Affairs, Office of the Secretary, U.S. Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, 202/366-5420 or 202/366-7638 (FAX).

**DATES:** Comments on this notice must be received on or before April 2, 1999.

**SUPPLEMENTARY INFORMATION:**

**Office of the Secretary**

*Title:* Disclosure of Change-of-Gauge Services.

*OMB Control Number:* 2105-NEW.

*Type of Request:* Approval of a new information collection.

*Affected Public:* U.S. air carriers and foreign air carriers, travel agents and the traveling public.

*Abstract:* The final rule will codify and strengthen the Department's current consumer notification rules and policies to ensure that consumers have pertinent information about airline change-of-gauge services. Change-of-gauge service is scheduled passenger service for which the operating airline uses one single flight number even though passengers do not travel in the same

aircraft from origin to destination but must change planes at an intermediate stop. From an operational perspective, there are several kinds of change-of-gauge services. The simplest example is a one-flight-to-one-flight service that uses the same flight number even though a plan change is required en route. Change-of-gauge services can offer significant economic benefits. However, these flights can confuse and mislead consumers. Therefore, consumers will benefit from this regulation because, during the process of selecting, purchasing and completing their trips, they will be better informed of the fact that they will be required to change aircraft at an intermediate point on their journey. The requirements of the regulations apply to travel agents doing business in the United States, U.S. air carriers and foreign air carriers, and their implementation will result in increased costs on these groups. The Department has considered other alternatives but has found that the final rule that will be issued provides the best public benefit. In this regulatory analysis, the Department has evaluated the benefits and costs and has decided that the benefits justify the increased costs.

*Estimated Annual Burden Hours:* 102,954-308,861.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention OST Desk Officer.

*Comments are invited on:* whether the proposed collection of information (third party notification) is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Department's estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Comments to OMB are best assured of having their full effect if OMB receives them within 30 days of publication.

Issued in Washington, DC on February 26, 1999.

**Vanester M. Williams,**

*Clearance Officer, Department of Transportation.*

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